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Continued from Page 15

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FURORE OVER MANX HERRING

Irish boats win licence fight

IRELAND'S trawler licensing system for Irish Sea herring has been withdrawn. The government caved in to fishermen's demands after several days of staged defiance against the licences. Fisheries Minister Brian Lenihan still insists that fishermen will have to observe a total catch quota of up to 1,000 tons in 1977.

Following two hours of talks with Irish Fishermen's Organisation leaders last Friday afternoon, Mr. Lenihan announced that fishermen would not have to apply for licences to fish herring in the Irish Sea this season.

"Our actions will provide further proof of this in the future," he added.

While the licensing system now lingers, the quotas must be observed and Mr. Lenihan said he was examining monitoring arrangements.

He did not concede that the tripartite agreement in the Irish Sea endorsed Ireland's claim for a 50-mile limit. Fishermen alleged that this was just what it had done — and it was making things easy for the EEC.

Having previously accused the fishermen of indulging in a futile exercise by defying the licensing system, Mr. Lenihan told reporters that he agreed the licences were not workable and could cause friction.

Instead, he would consider alternative proposals put forward by the IFO that herring fishing be restricted to two or three days weekly so that fishermen could return to white fish for the remainder of the week.

Mr. Lenihan also promised to make representations to the British government that no Irish boats be harassed on the UK side of the meridian line. This followed the boarding of a Skerrys trawler by the British Navy early last Friday morning.

Skipper Tom Ferguson of Kenure claimed he was a good 20 miles off the Isle of Man when boarded. He was warned that if he was caught again defying the agreement between Ireland, Britain and the Isle of Man, he would be arrested.

Only 24 Irish boats had been licensed to fish. But, in a demonstration of defiance, more than 30 had been fishing for herring and bring

ing back total night catches of between 20 and 30 tons last week.

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The IFO said that, if they had been consulted in advance about the herring fishing agreements, a lot of controversy would have been avoided and the issue resolved long ago.

There was dissatisfaction with quotas set by the EEC because they were not conducive to the fulfilment of the Hague agreement.

IFO chairman, Joey Murrin, said his organisation had a responsible attitude towards herring conservation.

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Anthony C taking part in the 1975 Manx herring season. She is from Maryport.

SCOTS ARE GETTING THE LION'S SHARE

AN ENGLISH skipper who has fished the Manx grounds for over 20 years claims that men who endangered the herring stocks are getting the top of the licences.

Tom Chilton from Maryport, who fishes with the 80ft. *Anthony C*, said it was the influx of Scottish mid-water trawlers which caused the problem in the first place.

"Why should 45 per cent of the licences now go to Scotland," he said. "They still have the Minches to fish."

"Not having a licence this year means I will not get one next year. I might as well give up."

Pair teams being split

THE WAY licences for the Isle of Man herring fishing have been granted is causing concern at Peterhead.

At least two pair trawling teams are in trouble as only one skipper in each of the partnerships have split up and new ones formed.

One skipper in each of the two new partnerships in Peterhead missed out on one of the last two seasons, although they had fished there during previous seasons.

Some skippers are worried that the whole system of

allocating licences could have even more serious and far-reaching consequences in the future.

If licences for fishing in Norwegian waters were to be given to skippers having fished there during the last few years, then some men may be caught up in a vicious circle — being barred from

both the Isle of Man and Norway.

Some skippers are worried that the whole system of

COMMENT

THE STRAINS and pressures of both company and privately owned boats having to work alongside each other in steadily more confined waters are beginning to show.

As the big trawling firms look to inshore fishing for their future, so inshoremen resent what they see as an intrusion into their domain.

One indication of this has been the decision by a number of top Scottish inshore skippers to move away from a fish selling agency which, they feel, now has affiliations with deepsea trawling interests on Humber side. The forming of the Aberdeen Fishselling Co. Ltd., through which these skippers will sell their own catches, has basically come about because of the takeover by British United Trawlers of Associated Fisheries (Scotland) Ltd. and Caley Fisheries. The inshoremen fear that their interests will go to the back of the queue under this new ownership.

The reaction of the inshore skippers could have hardly been unexpected. For years now any reference to one of these vessels as an 'AF boat' was likely to cause the skipper concerned to have a seizure. They have always jealously guarded their independence.

For AF, the loss is a big one. Many of the boats concerned are among the most efficient catching units in Europe. For the inshoremen, it shows that the minnows have grown up to be big fish in their own right.

and that dockers should be asked to stop landing herring at Liverpool.

He added: "This is the only sort of thing we are going to be able to do to put pressure on."

But the association's chairman, David Rainford, replied: "You are talking about hurting an awful lot of people who have saved all year to go on holiday. You are

talking about an awful lot of herring."

He said that they knew some conservation measures must be taken, but many of their members had already been refused licences.

"Just where can they work?" The foreigners have swept away the white fish and our people won't allow us to earn a living fishing herring.

He added that he believed he had made applications for licences and had been successful in one.

Jack Andrews, a member of the Fleetwood Inshore Fishermen's Association and an owner who has played a leading part in trying to exploit the herring fishery, said at an association meeting:

"We were just beginning to get this herring job off the grounds in Fleetwood.

"Now, the place is going further and further down; the next thing we are going to have is a licence for place."

He said that the Isle of

Man steamers should be stopped by the inshoremen to avoid a repetition of the 8,000-ton allocation over six weeks.

"Fishermen just don't believe the scientists recommendations," said Mr. Buchan. "I think that the allocation of fishing could have been put up to 12,000 tons without doing harm."

While British fishermen were buckling down to quotas, Mr. Buchan was pessimistic about the future of their efforts: "I'm afraid to be conservative, but on the Continent there is no control.

Even in terms of volume would you think it right to equal, say, a ton of salmonoids with a ton of lobster?" The FPO over the SCO should remain substantial.

But perhaps you have some

other yardstick (the magnificence of the organisation's office accommodation?). In which case how do you compare the relative sizes of European producers' organisations?

Surely not by the number of skippers or even the number of fishermen for these have more to do with structure and relative efficiency than with size.

ANDREW PALFREMAN, Secretary, The Fish Producers' Organisation Ltd., 12 Trinity House Lane, Hull, HU1 2AS.

Mr. Palfreman is the chairman of the inshoremen's organisation.

He is also the chairman of the inshoremen's organisation.

But perhaps you have some

Port's earnings double

THE value of white fish landings at Peterhead during July this year was almost double the total for July 1976.

The value of the catch was £239,517, compared with £144,723 in July last year, and dues on white fish increased by £24,935 for the month.

Since January harbour revenue for July amounted to £63,738, an increase of £2,882 over July, 1976. For the past five months revenue amounted to £224,836 which represented an increase of £10,500 compared with the corresponding period of the previous year.

The value of white fish landings at Peterhead since January now exceeds £16m. and Peterhead is running neck and neck with Aberdeen for the top spot.

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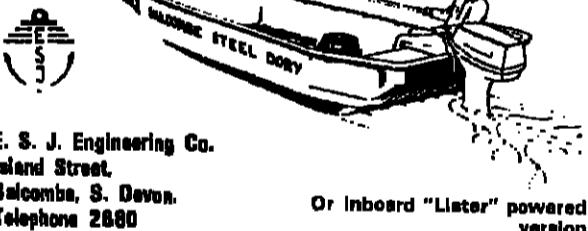
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GRIMSBY SETTLES ICE WALK-OUT

GRIMSBY was back in ice when the strike of 35 process workers at the Grimsby Ice Co. late last week was unexpectedly settled on Tuesday afternoon after it had almost brought the Humber-side port to a standstill.

While fish merchants found themselves in difficulty preserving fish to be delivered by road to their customers without ice.

The men walked out on August 18 after demands for immediate talks with the

management over a pay increase were refused.

It is understood that the men sought a bonus payment of £5 each weekly, but the owners stated they could not meet the demand as it broke the Government's 12-monthly guide lines on pay: their last increase being in

Although the stoppage was unofficial, a series of formal and informal meetings between the owners, shop stewards and TGWU officials failed to produce anything acceptable to both sides.

However, just when it seemed that the dispute would run into its second week came a sudden and brief joint statement that a settlement of the wage claim had been reached within the terms of the pay code. It followed lengthy Tuesday meetings among the ice workers and with the trawler owners and administration of the Ice Company. No details were released.

Mrs. Ewing told a meeting of her constituency association in Elgin on Thursday last week: "The Unionists Government signed it to avoid a dispute which might have upset their pro-Europe manoeuvrings in the House of Commons, but told the fisherman not to worry, because it would never really come into force. Our European partners regard this as simply bad faith.

"In proposing this, I am doing the same again. There are applications for entry from Spain, Portugal and Greece, all of whom have substantial numbers of fisherman. The existing EEC members have been drawing up lists of issues to be negotiated, and I wrote to Dr.

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Or Inboard "Lister" powered
version

David Owen, the Foreign Secretary, urging that a new deal on fisheries be put on the list."

"If these three countries are allowed to join the EEC without a change over to coastal state preferences and control, then thousands more fisherman will gain the right to fish in our waters," said Mrs. Ewing. "It is no good agreeing to this now, then trying to change it later."

Veto

"David Owen must say, plainly that the UK will veto admission of these three applicants unless and until the Common Fisheries Policy is scrapped and replaced by coastal state preference and control."

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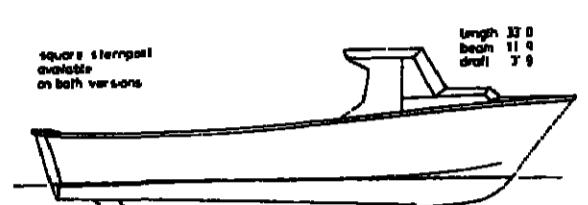
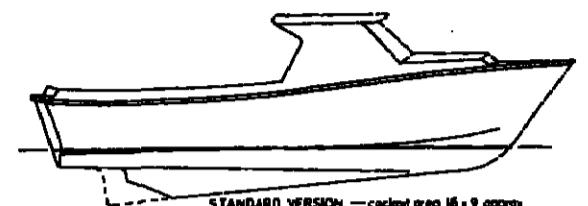
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Two arrests on one patrol

SPANIARDS IN LIMIT PAY £24,000

TWO SPANISH skippers had their gear and catch worth a total of nearly £24,000 confiscated when they were convicted at Galway Court on Thursday last week of fishing inside the Irish exclusive limit.

Skipper Adelino Reino Brion of *Medusa* from La

Corunna, and Skipper Jose Dominguez Alonso of *San Antonio* from San Sebastian, were arrested by the fishery protection vessel *Ferdia* — a converted stern trawler — in the limit and trailing gear.

She was also boarded, arrested and also brought to Galway.

Irish naval officer, Lt. Commander Eoin McNamara, said *Medusa* was discovered 157.7 miles inside the EEC 200-mile limit

and trailing fishing gear. She was boarded and arrested.

While escorting her into Galway, *Ferdia* sighted *San Antonio* at 161.5 miles inside the limit and trailing gear.

Both defendants lodged an appeal against the convictions. Skipper Brion was

ordered to lodge security £13,650, plus the estimated legal costs of the appeal. Skipper Alonso had to lodge £10,992.

Recognisances were fixed for the appeal and the trawlers ordered to be detained until the security was lodged with the court.

Representations to the

Department of Employment and the Department of Health and Social Security to obtain unemployment and supplementary benefits to which they were not entitled.

There was no security and the supplementary benefit was the only income the men could be sure of.

Many had asked to be taken on by CFL on a full-time basis, but this was not viable for the industry. Fishing was labour intensive and workers were brought in at short notice.

Cave described work on the wharfe as a "Catch 22" situation and claimed that CFL was operating on the "very fringe of the law." He alleged the co-operative was not stamping National Insurance cards and was not deducting income tax.

He appealed to the Department of Employment to work out with CFL some form of regular employment before the start of the next mackerel season.

Another defendant, Robert

Joseph Pellow, of Penryn, alleged that the manager had put temptation in front of them by offering work on a "first come, first served" basis to unemployed men.

"I should have thought he should have been in this court, as well," said Pellow. "He puts temptation in front of us and he gets away Scott free."

All the 21 packers, who handled catches last winter, admitted charges of false

home, also after 12 days, 476-kits to earn £1,400.

Colne's stern trawler

Patrick (Sk. Vigo Gallidoro) returned on 12 days with 481-kits after 11 days to earn £1,396.

Small & Co's stern trawler

Cruiser (Sk. A. Blor) took sixth place after a day trip when she landed 481-kits on Wednesday.

She earned £12,905.

SSAFA (Sk. B. Bowler) returned on Monday after a 12-day trip with a 550-kit catch which earned £13,128.

In third and fourth places were Talisman Trawlers' two stern fishers *Barnby Queen* and *Bolby Queen*. The former, which landed on the Thursday after 12 days out under Sk. Colin Craig, put ashore 502-kits to gross £11,910. On Monday *Bolby Queen* (Sk. P. Thomas) came

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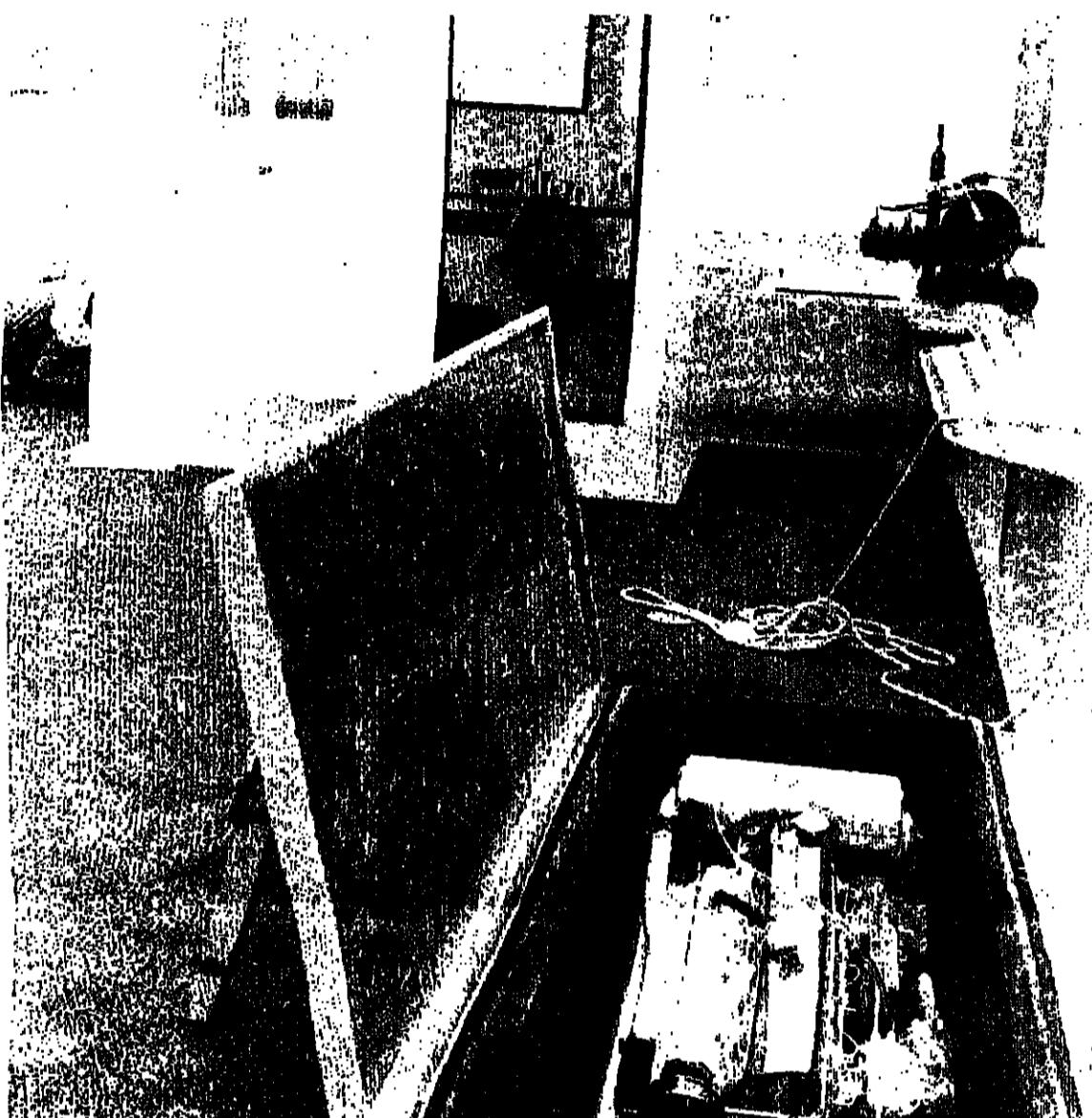
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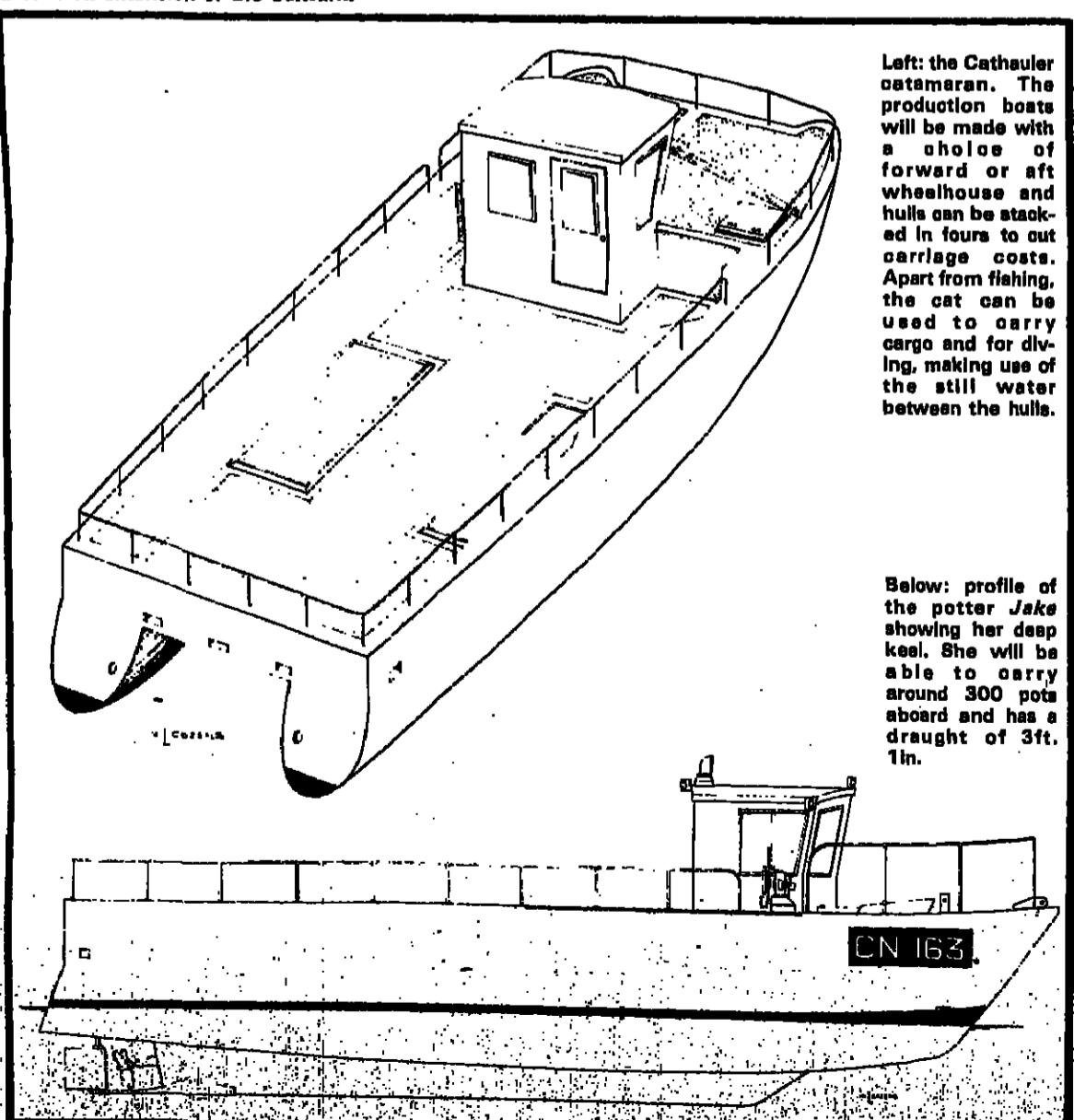
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Prototype 'Jake' built using mouldless GRP

FAST 'CAT' TO HAUL 600 OTS

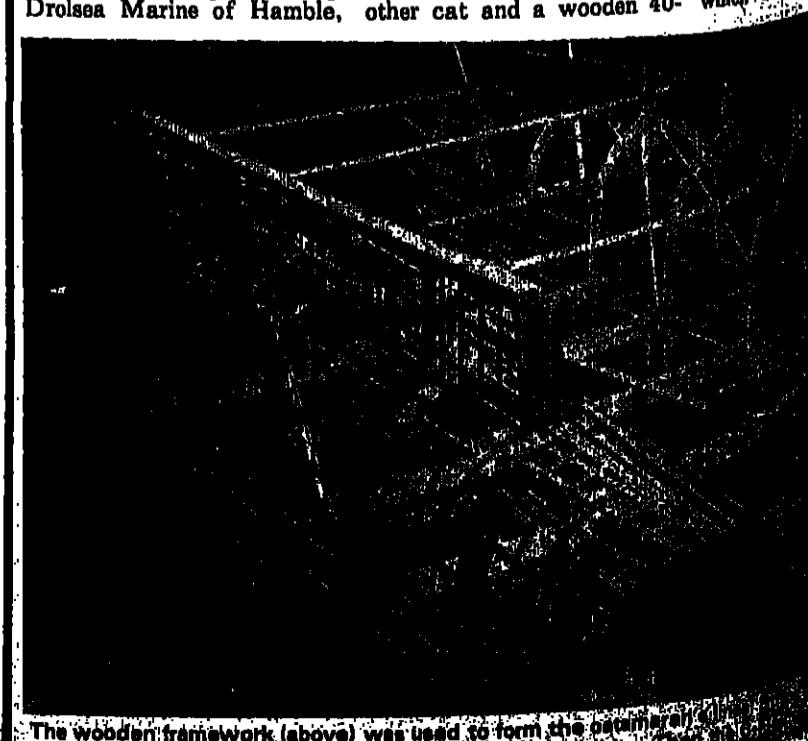


Jake has an enormous deck area which makes her ideal for potting. The engine covers are large and the potting table is an extension of the bulwark.



Left: the Cathauer catamaran. The production boats will be made with a choice of forward or aft wheelhouse and hulls can be stacked in four to cut carriage costs. Apart from fishing, the cat can be used to carry cargo and for diving, making use of the still water between the hulls.

Below: profile of the potter *Jake* showing her deep keel. She will be able to carry around 300 pots aboard and has a draught of 3ft. 1in.



The wooden framework (above) was used to form the hulls. The GRP planking was laid on and sealed (right) into position.

THE 20-KNOTS plus GRP-hulled catamaran *Jake* sailed from the English south coast to her Scottish west coast base on the island of Islay last week and started lobster fishing on Sunday under skipper-owner Tom Epps.

Commercial fishing catamarans which have gone into service have usually been modified pleasure boats. *Jake* is a purpose-built workboat — the prototype of a planned series being offered at the very competitive price of around £80,000.

The 36 ft. 6 in. long catamaran has a clear deck 25 ft. 9 in. x 13 ft. 8 in. and will be able to carry 300 pots aboard — half the number she will be fishing daily. She will be working with another cat Tom Epps has owned for the past four years, the 30 ft. x 14 ft. *Goodwill*.

Tom Epps told *Fishing News* that catamarans have a number of advantages when potting.

They stop quickly when the power is knocked off, so there is less manoeuvring up to the pots. They are very stable and this helps when leaning over the bulwarks to pick up gear. Deck space is enormous, allowing the maximum number of pots to be switched to new grounds quickly. They are extremely manoeuvrable and, having less draft, they can be worked closer inshore. The second engine gives a safety bonus.

Head seas

Jake is to work from Loch Gruinart and will be fishing in heavy, Atlantic seas. The main fault with cats, said the skipper, is that they can handle badly in head seas.

However, with *Jake* being powered by twin Ford Mermaid type 695, diesels developing a total of 240 bhp at 2,500 rpm, there is power to lift the cat's head. "She will be all right in a head sea," said Skipper Epps after her initial trials.

Jake was designed by Jack Hake who also built *Goodwill*. She was completed by Drossea Marine of Hamble,

near Southampton, under the supervision of Neil Cozens, but the firm Egerton (GRP) Marine of Sherborne, Dorset, will be marketing the cats under the name of Cathauer.

The one-piece hull has been built using the mouldless American C-Flex system. A wooden framework is made up and C-Flex, which comes in flexible strips 1 ft. wide and up to 200 ft. long, is laid over the wood frames and stapled into position.

The strength of the boat lies in the glassfibre and not the wooden framework.

Strips of C-Flex run the length of the boat and are butted against each other and then overlapped with woven roving and chopped strand mat. The thickness of the hull is built up to around 9/16 in. to 1 in. thick.

Jake took four men 12 weeks to complete from the design stage and her strength comes from 2 ft. deep x 6 in. wide beams forming a square around the boat. The deck is watertight and so there is no need for bulkheads inside the twin hulls.

Jake will be working close to rocks and her hulls will flex if they come into contact. A bulkhead would form a hard spot and so could lead to damage.

The square is foam filled and the keels are solid, to ensure there are no leak problems when steelwork is fitted.

The 4 in. plywood deck is supported by 3 in. x 2 in. frames at 18 in. centres. This is then given an 8 oz. layer of glassfibre and a non-slip finish of Flintag, a Cement Marketing Board product.

Rails are fitted around the cat's bulwarks, except on the fishing side, and this should make her very safe to work aboard. The James N. Miller hydraulic pot hauler is mounted forward, alongside the wheelhouse, and the bulwark has been extended to form a potting table. This allows three or four pots to be worked on at hauling continuities.

Skipper Epps is full of praise for the hauler. They are semi-automatic, he said, and never break down. He has used Miller haulers on his other cat and a wooden 40-

footer hull is kept to a minimum. A sliding window is fitted to the wheelhouse on the backstay and a port on the hulling side and the forward window is front-opening.

Morse single-lever controls for this new cat and a Kelvin Hughes echo sounder are fitted in the wheelhouse. She may be

needed that is made of the hull and below the waterline. It is to be fitted with Decca Navigator at a later date, but Skipper Epps said he mainly uses landmarks to locate pots.

He often works very close inshore under steep cliffs and, he says, even in fog there are so many pots out that it is difficult to locate strings.

The cat's high fuel consumption at speed will not hit the owner's pocket too hard, as fishing grounds start within minutes of her private moorings.

She will work up to about eight miles offshore and complete a round trip of up to 80 miles a day. There is more time for hauling the pots because of the reduced distance to the grounds.

The engine is 2.6:1 Borg Warner gearbox with 20 in. x 16 in. 200 rpm. The engine is supported by 3 in. x 2 in. frames at 18 in. centres. This is then given an 8 oz. layer of glassfibre and a non-slip finish of Flintag, a Cement Marketing Board product.

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Right: *Jake* before the pulpit rail was fitted. Access to the hulls is through hatches on the foredeck and large engine covers on deck. Her 500-mile delivery trip under Skipper Ken Stride of Mudeford took only 62 hours despite severe weather.

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